

IN THE SENATE OF THE UNITED STATES.

JUNE 14, 1860.—Ordered to be printed.

Mr. HALE made the following

REPORT.

[To accompany bill S. 507.]

The Committee on Post Offices and Post Roads, to whom was referred the memorial of the California Stage Company, asking compensation for extra services rendered on thirteen routes in California, on which they were the contractors for carrying the United States mail for four years, ending June 30, 1858, report:

That the Stage Company contracted to carry the United States mail in two-horse coaches on eleven of said routes. In some cases semi-weekly, in some cases tri-weekly, and in some cases six times weekly, and on the two remaining routes for carrying it on horseback weekly.

In all the contracts for the coach service there was a provision requiring the contractors to carry the mail over the routes as often as they ran their coaches on either of them. In point of fact, the contractors, by the direction of the special agent of the Post Office Department in California, carried the mail on these eleven routes daily during most of the time, (Sundays excepted,) and if they were paid a pro rata compensation for the extra services thus rendered on these eleven routes, they would be entitled to \$81,845 43, as they have stated in their account.

This service was regularly, promptly, and faithfully performed, and the committee are fully satisfied that the public necessity justified and required it. The special agent in ordering this extra service, was satisfied that the public interest demanded it, and that he was authorized to require it by the terms of the contract. The contractors consented that they were bound thus to carry the mail by the terms of their contract, but at the same time contend that the Post Office Department is bound to pay them a reasonable compensation therefor.

In view of the facts of the case thus far stated, and of the subsequent facts which the committee will hereafter state in reference to the two

other routes, they are inclined to report against the allowance of any part of this sum, or of direct compensation for said service.

In regard to the two routes, the one from Shasta to Yreka, and the other from Marysville to Gibsonville, the case is different. There were contracts on these routes for weekly horseback service, but the rapidly increasing settlement of that part of the country, and the increasing demands of the community for mail accommodations were such that the service provided under the contract was totally inadequate, and it was therefore ordered by the special agent to be performed by coaches. The bulk of the mail matter being more than twelve times the amount ordinarily allowed for horseback service, the committee are fully satisfied of the propriety and necessity of the increased service, and as the contractors were under no obligations either expressed or implied to perform it, they deem it proper, in consideration of their willingness to undertake it when called upon, and of the faithful manner in which it was performed, as well as the great accommodation and benefit it was to the public that they should be compensated therefor, and accordingly report a bill for their relief.

No. 1.

To the Honorable the Senate and House of Representatives of the United States of America, in Congress assembled:

The undersigned respectfully represents that he is the vice-president of, and representing the California Stage Company; that the said company have carried, for the past four years, the United States mails over most of the mail routes in the State of California; that said mails were carried under contracts, all of which are on file in the Post Office Department; that in accordance with the wishes of the United States mail agent, Mr. J. D. Fry, the service was increased on the routes, as specified in the accompanying account; that said company acted in accordance with such wishes of said agent, because they supposed that he had the authority necessary to enforce the same, and because, under the law of Congress, they believed that they would be liable to a penalty for refusal, but supposing and believing that they were entitled to, and would receive, extra compensation for the extra service rendered, at the rates specified in their original contracts, as by law provided; that such additional service was rendered at a heavy expense to the said stage company, and that on all the routes on which extra service has been rendered, carrying the mails has been attended with a heavy increased expense, on account of the weight and bulk of the mail matter carried, which has increased proportionately with the increase of service.

The undersigned, therefore, begs leave respectfully to submit the accompanying accounts, made up in strict conformity to the rates fixed in the contracts heretofore made with the Post Office Department; and as the undersigned understood and believed, at the time he consented to render said service, and still believes, that the said company had a

legal right to charge and receive for the same, with the hope that the subject may be favorably considered at the hands of your honorable bodies; which consideration your petitioner most respectfully solicits. He asks that an award in accordance with his just rights may be made to him.

F. S. STEVENS,

Vice-President of the California Stage Company.

WASHINGTON CITY, D. C., *December 19, 1859.*

The United States to the California Stage Company, Dr.

12515. 94 miles.—Stockton to Mariposa, let to contract July 1, 1854, for four years, semi-weekly, at \$5,000. Pro rata pay for one extra trip in four-horse-coach service during the term, \$10,000.

No. 1.

I, William F. McKee, assistant postmaster (under John S. Evans, now deceased) at Stockton, in the county of San Joaquin, State of California, do hereby certify, that the California Stage Company did carry the United States mail on route No. 12515, from Stockton to Mariposa, in the said State, three times each and every week, from the first day of July, 1854, to the first day of January, 1855; and that, in my judgment, such service was necessary and was required by the business necessities of the citizens of Stockton.

WILLIAM F. MCKEE,

Assistant Postmaster under John S. Evans, deceased.

STOCKTON, *November 17, 1858.*

No. 2.

I, P. Edward Connor, postmaster at Stockton, in the county of San Joaquin, State of California, do hereby certify, that the California Stage Company did carry the United States mail on route No. 12515, from Stockton to Mariposa, in the said State, three times each and every week, from the first day of January, 1855, to the first day of April, 1856; and that, in my judgment, such service was necessary and was required by the business necessities of the citizens of Stockton.

P. EDWARD CONNOR.

STOCKTON, *November 13, 1858.*

No. 3.

I, William Lanius, postmaster at Stockton, in the county of San Joaquin, State of California, do hereby certify that the California Stage Company did carry the United States mail, on route No. 12515, from Stockton to Mariposa, in the said State, three times each and every week, from the 1st day of April, 1856, to the 1st day of July,

1858; and that, in my judgment, such service was necessary, and was required by the business necessities of the citizens of Stockton.

WM. LANIUS, *Postmaster.*

STOCKTON, *November 17, 1858.*

No. 4.

I, John F. McNamara, postmaster at Mariposa, in the county of Mariposa, State of California, do hereby certify that the California Stage Company did carry the United States mail, on route No. 12515, from Mariposa to Stockton, in the said State, three times each and every week, from the 1st day of July, 1854, to the 1st day of July, 1858; and that, in my judgment, such service was necessary, and was required by the business necessities of the citizens of Mariposa.

JOHN F. McNAMARA,

Postmaster, Mariposa.

MARIPOSA, *November 13, 1858.*

12516. 67 miles.—Stockton to Senora, let to contract July 1, 1854, for four years, three trips per week, at \$2,900. Pro rata pay for three extra trips per week, four-horse-coach service during the term, \$11,600.

The original contract was for two-horse-coach service.

No. 5.

I, H. W. Theall, postmaster at Sonora, in the county of Tuolumne, State of California, do hereby certify that the California Stage Company did carry the United States mail on route No. 12516, from Stockton to Sonora, in the said State, six times each and every week, from the 1st day of July, 1854, to the 1st day of October, A. D. 1855; and that, in my judgment, such service was necessary, and was required by the business necessities of the citizens of the abovementioned places.

H. W. THEALL, *P. M.*

No. 6.

I, G. Washington Patrick, Postmaster at Sonora, in the county of Tuolumne, State of California, do hereby certify that the California Stage Company did carry the United States mail on route No. 12516, from Sonora to Stockton, in the said State, six times each and every week, from the 1st day of October, 1855, to the 30th day of September, 1856; and that, in my judgment, such service was necessary, and was required by the business necessities of the citizens of Senora.

G. WASHINGTON PATRICK.

SONORA, *November 16, 1858.*

No. 7.

I, W. G. Heslep, postmaster at Sonora, in the county of Tuolumne, State of California, do hereby certify that the California Stage Com-

pany did carry the United States mail on route No. 12516, from Sonora to Stockton, in the said State, six times each and every week, from the 1st day of October, 1856, to the 20th day of July, 1857; and that, in my judgment, such service was necessary, and was required by the business necessities of the citizens of Sonora.

W. G. HESLEP.

SONORA, *November* 16, 1858.

No. 8.

I, Geo. L. Patrick, postmaster at Sonora, in the county of Tuolumne, State of California, do hereby certify that the California Stage Company did carry the United States mail on route No. 12516, from Sonora to Stockton, in the said State, six times each and every week, from the 21st day of July, 1857, to the 30th day of June, 1858; and that, in my judgment, such service was necessary, and was required by the business necessities of the citizens of Sonora.

GEO. L. PATRICK, *P. M.*

SONORA, *November* 16, 1858.

No. 9.

I, William F. McKee, assistant postmaster under John S. Evans, now deceased, at Stockton, in the county of San Joaquin, State of California, do hereby certify that the California Stage Company did carry the United States mail on route No. 12516, from Stockton to Sonora, in the said State, six times each and every week, from the 1st day of July, 1854, to the 1st day of January 1858; and that, in my judgment, such service was necessary, and was required by the business necessities of the citizens of Stockton.

WILLIAM F. MCKEE,

Assistant Postmaster under John S. Evans, deceased.

STOCKTON, *November* 17, 1858.

No. 10.

I, P. Edward Connor, postmaster at Stockton, in the county of San Joaquin, State of California, do hereby certify that the California Stage Company did carry the United States mail on route No. 12516, from Stockton to Sonora, in the said State, six times each and every week, from the 1st day of January, 1855, to the 1st day of April, 1856; and that, in my judgment, such service was necessary, and was required by the business necessities of the citizens of Stockton.

P. EDWARD CONNOR.

STOCKTON, *November* 13, 1858.

No. 11.

I, William Lanius, postmaster at Stockton, in the county of San Joaquin, State of California, do hereby certify that the California Stage Company did carry the United States mail on route No. 12516,

from Stockton to Sonora, in the said State, six times each and every week, from the 1st day of April, 1856, to the 1st day of July, 1858; and that, in my judgment, such service was necessary, and was required by the business necessities of the citizens of Stockton.

WILLIAM LANIUS,

Postmaster.

STOCKTON, *November* 17, 1858.

12521. 74 miles.—Sacramento to Volcano, let to contract July 1, 1854, for four years, three trips per week, at \$3,100. Pro rata pay from July 1, 1856, to 30th June, 1858, for three extra trips per week, four-horse-coach service, \$6,200.

The original contract was for two-horse-coach service.

No. 12.

I, W. J. Holland, deputy postmaster at Sacramento, in the county of Sacramento, State of California, do hereby certify that the California Stage Company did carry the United States mail on route No. 12521, from Sacramento to Volcano, in the said State, six times each and every week, from the 1st day of July, 1857, to the 1st day of July, 1858; and that in my judgment such service was necessary, and was required by the business necessities of the citizens of Sacramento and Volcano.

W. J. HOLLAND,

Assistant Postmaster.

No. 13.

I, Ferris Forman, late postmaster at Sacramento, in the county of Sacramento, State of California, do hereby certify that the California Stage Company did carry the United States mail on route No. 12521, from Sacramento to Volcano, in the said State, six times each and every week, from the 1st day of July, 1856, to the 1st day of July, 1857; and that in my judgment such service was necessary, and was required by the business necessities of the citizens of Sacramento and Volcano.

FERRIS FORMAN,

Late Postmaster Sacramento City.

12522. 63 miles.—Sacramento to Placerville, let to contract July 1, 1854, six times per week for half the year, three times the residue, at \$2,600 per annum. Pro rata from July 1, 1854, to October 1, 1857, for three extra trips, six months during that time, four-horse-coach service, \$2,112 50.

The original contract was for two-horse-coach service.

No. 14.

I, W. J. Holland, deputy postmaster at Sacramento, in the county of Sacramento, State of California, do hereby certify that the California Stage Company did carry the United States mail on route No. 12522, from Sacramento to Placerville, in the said State, six times each and every week, from the 1st day of July, 1857, to the 1st day of October, A. D. 1858; and that, in my judgment, such service was necessary, and was required by the business necessities of the citizens of the two places.

W. J. HOLLAND,
Assistant Postmaster.

No. 15.

I, Ferris Forman, late postmaster at Sacramento, in the county of Sacramento, State of California, do hereby certify that the California Stage Company did carry the United States mail on route No. 12522, from Sacramento to Placerville, in the said State, six times each and every week, from the 1st day of July, 1854, to the 1st day of July, A. D. 1857; and that, in my judgment, such service was necessary, and was required by the business necessities of the citizens of Sacramento and Placerville.

FERRIS FORMAN,
Late Postmaster, Sacramento City.

12524. 62 miles.—Sacramento to Georgetown, let to contract July 1, 1854, for four years, semi-weekly service, at \$2,370. Pro rata pay for four extra trips, from 1st July, 1856, to 1st October, 1857, four-horse-coach service, at \$5,925.

The original contract was for two-horse-coach service.

No. 16.

I, Ferris Forman, late postmaster at Sacramento, in the county of Sacramento, State of California, do hereby certify that the California Stage Company did carry the United States mail, on route No. 12524, from Sacramento to Georgetown, in the said State, six times each and every week, from the 1st day of July, 1856, to the 1st day of July, 1857; and that, in my judgment, such service was necessary, and was required by the business necessities of the citizens of Sacramento and Georgetown.

FERRIS FORMAN,
Late Postmaster, Sacramento City.

No. 17.

I, W. J. Holland, deputy postmaster at Sacramento, in the county of Sacramento, State of California, do hereby certify that the California Stage Company did carry the United States mail, on route No.

12524, from Sacramento to Georgetown, in the said State, six times each and every week, from the 1st day of July, 1857, to the 1st day of October, A. D. 1857; and that, in my judgment, such service was necessary, and was required by the business necessities of the citizens of Sacramento and Georgetown.

W. J. HOLLAND,
Assistant Postmaster.

12,525. 72 miles.—Sacramento to Michigan Bluffs, three times per week; let July 1, 1854, for four years, at \$3,400. Pro rata pay for three extra trips per week during the term, four-horse-coach service, \$13,600.

The original contract was for two-horse-coach service.

No. 18.

I, W. J. Holland, deputy postmaster at Sacramento, in the county of Sacramento, State of California, do hereby certify that the California Stage Company did carry the United States mail on route No. 12525, from Sacramento to Auburn, in the said State, six times each and every week, from the 1st day of July, 1857, to the 1st day of July, A. D. 1858; and that, in my judgment, such service was necessary, and was required by the business necessities of the citizens of Sacramento and Auburn.

W. J. HOLLAND, *Assistant Postmaster.*

No. 19.

I, Ferris Forman, postmaster at —, in the county of Sacramento, State of California, do hereby certify that the California Stage Company did carry the United States mail on route No. 12525, from Sacramento to Auburn, in the said State, six times each and every week, from the 1st day of July, 1854, to the 1st day of July, A. D. 1857; and that, in my judgment, such service was necessary, and was required by the business necessities of the citizens of Sacramento and Auburn.

FERRIS FORMAN,
Late Postmaster Sacramento City.

12527. 74 miles.—Sacramento to Nevada, let to contract July 1, 1854, for four years, six times a week, for seven months in the year, and the residue, at \$4,900. Pro rata pay for three extra trips for five months in each year during the term, four-horse-coach service, \$4,083 33.

The original contract was for two-horse-coach service.

No. 20.

I, W. J. Holland, postmaster at Sacramento, in the county of Sacramento, State of California, do hereby certify, that the California Stage Company did carry the United States mail, on route No. 12527, from

Sacramento to Nevada, in the said State, six times each and every week, from the 1st day of July, 1857, to the 1st day of July, A. D. 1858; and that, in my judgment, such service was necessary and was required by the business necessities of the citizens of Sacramento and Nevada.

W. J. HOLLAND,

Assistant Postmaster.

No. 21.

I, Ferris Forman, late postmaster at Sacramento, in the county of Sacramento, State of California, do hereby certify, that the California Stage Company did carry the United States mail, on route No. 12527, from Sacramento to Nevada, in the said State, six times each and every week, from the 1st day of July, 1854, to the 1st day of July, A. D. 1857; and that, in my judgment, such service was necessary and was required by the business necessities of the citizens of Sacramento and Nevada.

FERRIS FORMAN,

Late Postmaster; Sacramento City.

12,531. Marysville to Nelson's Creek, for three trips per week, extra, from Marysville to Bidwell's Bar, from July 1, 1854, to July 1, 1855, \$1,906 40; three trips per week, extra, from Marysville to Bidwell's Bar, and one trip per week, extra, Bidwell's Bar to Nelson's Creek, from July 1, 1855, to June 30, 1858, three years, at \$3,000 per annum, \$9,000; four trips per week, extra, from Bidwell's Bar to Nelson's Creek, from July 1, 1855, to June 30, 1858, 3 years, at \$4,374 40, \$13,093,20—\$23,999 60.

The original contract was for two-horse coach service, at \$3,000 per annum.

No. 22.

I, Wm. C. Dougherty, postmaster at Marysville, in the county of Yuba, State of California, do hereby certify that the California Stage Company did carry the United States mail on route No. 12531, from Marysville to Nelson's Creek, in the said State, six times each and every week, from the 1st day of July, 1857, till the 30th day of June, A. D. 1858; and that, in my judgment, such service was necessary, and was required by the business necessities of the citizens of the abovementioned places.

WM. C. DOUGHERTY, *P. M.*

No. 23.

I, Philip W. Keyser, late postmaster at Marysville, in the county of Yuba, State of California, do hereby certify that the California Stage Company did carry the United States mail on route No. 12531, from Marysville to Bidwell's Bar, in the said State, six times each and every week, from the 1st day of July, 1854, till the 1st day of July,

A. D. 1855; and from Marysville to Nelson's Creek, on said route, six times each and every week, from the 1st day of July, A. D. 1855, till the 30th day of June, 1857; and that, in my judgment, such service was necessary, and was required by the business necessities of the citizens of the abovementioned places.

PHIL. W. KEYSER,
Late Postmaster, Marysville, California.

12546. 45 miles.—Marysville to Nevada, let to contract August 1, 1855, and June 30, 1858, six times a week, eight months of the year, and three the residue, \$1,900. Pro rata pay for three extra trips, four months in the year, from August 1, 1855, and June 30, 1858, four-horse-coach service, \$950.

No. 26.

I, William C. Dougherty, postmaster at Marysville, in the county of Yuba, State of California, do hereby certify that the California Stage Company did carry the United States mail on route No. 12546, from Marysville to Nevada City, in the said state, six times each and every week, from the 1st day of July, 1857, till June 30, A. D. 1858; and that, in my judgment, such service was necessary, and was required by the business necessities of the citizens of the abovementioned places.

WM. C. DOUGHERTY, *P. M.*

No. 27.

I, P. W. Keyser, late postmaster at Marysville, in the county of Yuba, State of California, do hereby certify that the California Stage Company did carry the United States mail on route No. 12546, from Marysville to Nevada City, in the said State, six times each and every week, from the 1st day of August, 1855, till June 30, A. D. 1857; and that, in my judgment, such service was necessary, and was required by the business necessities of the citizens of the abovementioned places.

PHIL. W. KEYSER,
Late Postmaster, Marysville, California.

12550. 40 miles.—Nevada to Downieville, let to contract August 1, 1855, to June 30, 1858, stipulating a tri-weekly service at \$900 per annum. Pro rata pay for three extra trips during the term, four-horse-coach service, \$2,625.

No. 28.

I, John T. Crenshaw, postmaster at Nevada city, in the county of Nevada, State of California, do hereby certify that the California Stage Company did carry the United States mail on route No. 12550, from Nevada city to Downieville, in the said State, six times each and

every week, from the 26th day of January, 1857, until June 30, 1858; and that, in my judgment, such service was necessary and was required by the business necessities of the citizens of the above-named places.

JOHN T. CRENSHAW,

Postmaster.

No. 29.

I, T. G. Battaile, assistant postmaster at Nevada City, in the county of Nevada, State of California, do hereby certify that the California Stage Company did carry the United States mail on route No. 12550, from Nevada City to Forrest City, in the said State, six times each and every week, from the 1st day of June, 1855, to the 1st of December, 1856, and that, in my judgment, such service was necessary and was required by the business necessities of the citizens of the above-named places.

T. G. BATTAILE,

Assistant Postmaster.

12535. 110 miles.—For extra service rendered on route 12535, from Shasta to Yreka, from October 1, 1856, to June 30, 1858, being 1,850 pounds mail matter extra for each week, for one and three quarter years, as per accompanying certificates of postmasters at Shasta and Yreka, at the rate of \$2,500 per annum for each 150 pounds, \$53,958 33.

No. 32.

I, William Grow, postmaster at Yreka, in the State of California, do hereby certify, that the mail matter dispatched from this office southwardly upon route No. 12535, and carried by the California Stage Company, from October 1, 1856, to June 30, 1858, has averaged for that time not less than 1,000 pounds per week.

WILLIAM GROW,

Postmaster.

JANUARY 4, 1858.

No. 33.

I, Orrin Fitch, postmaster at Shasta, in the State of California, do hereby certify, that the mail matter dispatched from this office northwardly upon route No. 12535, and carried by the California Stage Company, from October 1, 1856, to June 30, 1858, has averaged for that time not less than 1,000 pounds per week.

By ORRIN FITCH,

Assistant Postmaster up to November 20, 1857, and

Postmaster up to June 30, 1858.

ORRIN FITCH, *Postmaster.*

12545. 75 miles.—Marysville to Gibsonville, let to contract, weekly horse-back service for four years, from July 1, 1854, at \$1,349 per annum. Pro rata pay for extra trips, mails carried by four-horse coaches, from October 1, 1855, to June 30, 1858, five trips per week extra for two years and three fourths, \$18,548 75.

No. 24.

I, William C. Dougherty, postmaster at Marysville, in the county of Yuba, State of California, do hereby certify that the California Stage Company did carry the United States mail on route No. 12545, from Marysville to Gibsonville, in the said State, six times each and every week, from the 1st day of July, 1857, till June 30, A. D. 1858; and that, in my judgment, such service was necessary, and was required by the business necessities of the citizens of the abovementioned places.

WM. C. DOUGHERTY,
Postmaster.

No. 25.

I, P. W. Keyser, late postmaster at Marysville, in the county of Yuba, State of California, do hereby certify that the California Stage Company did carry the United States mail on route No. 12545, from Marysville to Gibsonville, in the said State, six times each and every week, from the 1st day of August, 1855, till June 30, A. D. 1857; and that, in my judgment, such service was necessary, and was required by the business necessities of the citizens of the abovementioned places.

PHIL. W. KEYSER,
Late Postmaster, Marysville, California.

12560. Sacramento to Diamond Springs, let to contract from 1st August, 1855, to 30th June, 1858, six times a week, eight months in the year, and three the residue, at \$1,500 per annum. Pro rata pay for three extra trips four months in the year, four-horse coaches, \$750.

No. 30.

I, Ferris Forman, late postmaster at Sacramento, in the county of Sacramento, State of California, do hereby certify that the California Stage Company did carry the United States mail on route No. 12560, from Sacramento to Diamond Springs, in the said State, six times each and every week, from the 1st day of August, 1855, to the 1st day of July, A. D. 1857; and that, in my judgment, such service was necessary, and was required by the business necessities of the citizens of Sacramento and Diamond Springs.

FERRIS FORMAN,
Late Postmaster, Sacramento City.

No. 31.

I, W. J. Holland, deputy postmaster at Sacramento, in the county of Sacramento, State of California, do hereby certify that the California Stage Company did carry the United States mail on route No. 12560, from Sacramento to Diamond Springs, in said State, six times, each and every week, from the 1st day of July, 1857, to the 1st day of October, A. D. 1858; and that, in my judgment, such service was necessary, and was required by the business necessities of the citizens of Sacramento and Diamond Springs.

W. J. HOLLAND,
Assistant Postmaster.

Recapitulation.

12515. Stockton to Mariposa.....	\$10,000 00
12516. Stockton to Sonora.....	11,600 00
12521. Sacramento to Volcano.....	6,200 00
12522. Sacramento to Placerville.....	2,112 50
12524. Sacramento to Georgetown.....	5,925 00
12525. Sacramento to Michigan Bluff.....	13,600 00
12527. Sacramento to Nevada.....	4,083 33
12531. Marysville to Nelson Creek.....	23,999 60
12546. Marysville to Nevada	950 00
12550. Nevada to Downieville	2,625 00
12535. Shasta to Yreka.....	53,958 33
12545. Marysville to Gibsonville.....	18,548 75
12560. Sacramento to Diamond Spring.....	750 00
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	\$154,352 51
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To the Senate Committee on the Post Office and Post Roads:

GENTLEMEN: I have read the memorial and examined the claim of the California Stage Company, in relation to service by the said company performed on mail route No. 12535, from Shasta to Yreka, California. These towns are respectively the county seats of Shasta and Siskiyou counties, and two of the most important inland towns in the State of California. I have since 1851 lived in Trinity county, immediately adjoining these counties. I have passed over the post route from Shasta and Yreka, know the postmasters of said places, Messrs. Grow and Fitch, as honest and truthful gentlemen, and have confidence in the truth of the certificates attached by them to the claim of the California Stage Company for extra service on the route aforesaid, and from what I have seen of the service and know of the population of Siskiyou and adjoining counties supplied with mails over this route, believe the claim of the company to be correctly stated, and the service rendered as indicated.

Yreka is the county seat of Siskiyou county, and, from a small mining camp in 1854, has grown into quite a city, and, I presume, now has four thousand inhabitants, or near that number, in it and its immediate vicinity.

The only census taken in our State was in 1852. Siskiyou county then, with an imperfect census, had about 1,200 inhabitants, and cast nine hundred votes in 1856; and since, the county has cast four and five thousand votes, and, it may be safe to say, the population now is twenty thousand or more.

I am confident that this mail route is one of the most important in our State, not only to Northern California, but also to Southern Oregon, Jasonville, and vicinity.

In further proof of the present and growing importance of the northern portion of California, I may add that, having occasion to examine and make some estimates of the population of the counties of Siskiyou, Klamath, Humboldt, and Trinity, in 1857, I found that these counties cast one twelfth of the whole vote of the State in 1856, when the whole vote was one hundred and ten thousand.

I know that for some time the California Stage Company had four-horse post coaches on most of this route, and a number of pack mules and passenger mules on the remainder, and that the great travel and importance of this route, in other respects, induced great competition to the California Stage Company.

And that, in addition to the regular mail business, the demands of the country required the employment of express companies. In fact, had the mail service supplied the wants of the community, carried, as it has been, by this company, still a greater charge would have been made for extra service.

Very, respectfully,

JNO. C. BURCH.

HOUSE OF REPRESENTATIVES,

Washington City, February 9, 1860.

No. 3.

WASHINGTON CITY, D. C.,

Thursday, February 9, 1860.

DEAR SIR: In handing you the memorial and accompanying documents of the California Stage Company for presentation to the Senate, I deem it necessary to accompany them with a brief statement of facts in relation to a portion of the routes.

The contract for transporting the mails on route No. 12535, from Shasta to Yreka, was awarded to Charles McLaughlin by the Post Office Department, in 1854, at \$5,000 per annum for a weekly horse-back service. By him it was transferred to the California Stage Company, to take effect on the 1st October, 1856; and the company was accepted as contractors by the department, and commenced the service on that date. The route in the meantime had become the great inland

thoroughfare between the Sacramento valley and Oregon, over which a large amount of mail matter was thrown, beyond supplying Shasta, Yreka, and the intermediate points. It became the route over which nearly all the mail matter passed between California and Southern Oregon, thus increasing the mails greatly beyond what could possibly be carried by a weekly horseback service—such service only contemplating the use of one horse and the carrying of seventy pounds of mail. The weight of mail matter each way, as shown by the certificates of the postmasters at both ends of the route, reached an average of one thousand pounds per week. This resulted from the rapid increase of the population of Northern California and Southern Oregon, and the consequent daily business intercourse which followed, rendering the service stipulated in the contract inadequate to the public interests. The contractors were under the imperative necessity of putting a daily mail and passenger train of mules on the route, which was impassable for other modes of conveyance, as it passes over a mountainous country for one hundred and ten miles, thus rendering daily service necessary, and more than nine times greater than was contemplated by the contract, in order to carry the entire amount of mail matter that passed over the route.

It is, therefore, claimed by the contractors that they are entitled, according to the custom of the department, to fifty per cent. on the contract price for each additional led horse when necessary to carry the mail.

They further represent that the contract on route No. 12545, Marysville to Gibsonville, was let to J. G. Fordyce in 1854, stipulating a weekly horseback service at \$1,349 per annum, and was by him transferred to them on the 1st October, 1855, and that they found the weight of the mails had greatly increased beyond what could be carried by horseback service, consequent upon the rapid settlement of the country supplied by the route, and which required two daily lines of coaches to accommodate the travel and business requirements of the public. They transported the mails over said route from the 1st October, 1855, until June 30, 1858, in four-horse coaches, for which they claim *pro rata* compensation.

I have the honor to be your obedient servant,

F. S. STEVENS,
Vice-President California Stage Company.

Hon. WM. M. GWIN.

No. 4.

POST OFFICE DEPARTMENT,
January 31, 1860.

SIR: Respecting the application of the California Stage Company, in the papers transmitted by your committee, and herewith returned, for extra service on sundry routes for which they were the contractors during the contract term which ended on the 30th of June, 1858, I have the honor to state that the inclosed copy of a letter from the

special agent for that State, dated 4th of December, 1858, contains about all the knowledge the department possesses touching the rendition of such service, inasmuch as the weekly registers usually sent by postmasters, to show the performance of contractors, are sent by those in California to the special agent referred to—resident at San Francisco, and who adjusts their accounts—and not to the department, as is done in the Atlantic States.

You will perceive, by reference to the twenty-third section of the act of July 2, 1836, reorganizing this department, that the Postmaster General is prohibited from making additional allowances, beyond the compensation fixed by the contracts, except in cases where an order for extra service has been previously made by him, specifying, in dollars and cents, the amount to be paid therefor, and duly recorded on the books of the department.

I have further to remark, that the advertisement for proposals under which the claimants put in their accepted bids, as well as their executed contracts for the routes specified, embodied a provision subjecting them to penalties for refusing, after demand, to convey a mail by any coach which the contractors might regularly run, or be concerned in running, on the routes, beyond the number of trips stipulated for in their contracts.

Very respectfully, your obedient servant,

J. HOLT, *Postmaster General.*

Hon. D. L. YULEE, *Chairman of Committee*

on Post Offices and Post Roads, U. S. Senate.

No. 5.

SAN FRANCISCO, *December 4, 1858.*

SIR: I understand that the California Stage Company have made out and will forward by this mail an account against the government for what they term increased service on a number of routes in this State, alleging, at the same time, that I ordered it, &c.

In justification to myself, I have to state, that I never, in any case, ordered them to carry the mails oftener than they were required by their contracts, except where a coach service was stipulated, and where they were running their mail conveyances more frequently than required to perform the service according to the schedules; that is, where a tri-weekly coach service was required by their contracts, and they run their coaches daily, I claimed they were under obligations to carry the mails as frequently, according to the terms of their contracts. The president of the company differed with me in this view of the matter, and I addressed you a communication on the subject some two or three years ago.

I understand they set up claims in one or two cases where coach service was not stipulated in their contracts, and they run their coaches

daily over these routes, carrying the expresses daily and the mails as frequently, voluntarily.

Respectfully, your obedient servant.

J. D. FRY,

Special Agent Post Office Department.

W. H. DUNDAS,

Second Assistant Postmaster General, Washington, D. C.

No. 6.

WASHINGTON CITY,

February 8, 1860.

SIR: I am well acquainted with the mail routes running between Stockton and Sonora, and between Stockton and Mariposa, and know that these routes supply a large and populous country with mail matter. I conceive that a tri-weekly mail was totally inadequate to the wants of the twenty-five thousand inhabitants of my county, (Tuolumne,) and also that a semi-weekly mail to Mariposa (which has some fifteen thousand inhabitants) was insufficient for that county, and believe that the mail should have been carried as often as the public conveyances ran over the routes from the abovementioned places. I know full well that the "California Stage Company" have daily transported the United States mail from Stockton to Sonora, and tri-weekly from Stockton to Mariposa, in a manner creditable to them and with much satisfaction to all concerned.

In conclusion, allow me to say, that the extra service performed by the "California Stage Company" has been of great benefit and advantage to the public, and that, in my humble judgment, they should be fully and amply compensated for the same.

With high regard, your obedient servant,

CHAS. L. SCOTT.

THE CHAIRMAN of the Committee

on Post Offices and Post Roads of the Senate.

No. 7.

WASHINGTON, *February 8, 1860.*

SIR: The contracts for transporting the mails on 12535, Shasta to Yreka, and 12545, Marysville to Gibsonville, stipulated a weekly horseback service, a large portion of both being impassable for other modes of conveyance, especially as early as 1854, when they were let.

Rep. No. 275—2

Notwithstanding the mails had increased greatly beyond what could be carried by the service required on these routes at the time they were transferred to the California Stage Company, who were running daily lines of coaches over a part of them, and passenger mule trains the residue, to accommodate the business and travel; I did not claim that the contractors were under obligations by the terms of their contracts to carry the mails as often, from the fact that a weekly horse service was stipulated, and that coaches were only run over a portion of the route—in these respects differing from the routes where a coach was required.

But the public interests demanded that the whole of the mails should be carried over these routes, and also that they should be carried daily to meet the business wants of the country supplied by them. The contractors complied with this demand voluntarily; at the same time it must be conceded that the extra service rendered was as important to the public interests as if it had been ordered by the department, and that the contractors are as justly entitled to compensation for its performance.

Very respectfully, your obedient servant,

J. D. FRY,

Special Agent Post Office Department for the Pacific Coast.

THE CHAIRMAN of the Committee
on Post Offices and Post Roads.

No. 8.

WASHINGTON, February 9, 1860.

SIR: I am well acquainted with the mail route from Marysville to Gibsonville, in the State of California, as I reside in Marysville, and have been over the route frequently, and when the contract was let in 1854, the rich mines of the Gibsonville region were just coming into notice, and are now considered the best in the northern portion of the State; consequently, it has been densely populated, and a large and growing business is the result. The mail has been carried by "the California Stage Company" in four-horse coaches, as they run two of these daily from Marysville to accommodate the business and travel on the route, and ought to be amply compensated for the extra services under their contract, which were performed by direction of the United States mail agent, Colonel Fry.

The route to Nevada from Marysville is a very important one; that the vast and densely populated county of Nevada could not do well without this communication daily, as their business intercourse is heavy and increasing. Also, the route from Marysville to Biddell's Bar, now carried daily to supply the demands of the business with that populous district of country. All these routes were contracted for and carried, and increased by the California Stage Company, at the special instance

of the mail agent, and the company have rendered the service in the most prompt and speedy manner with constant regularity, and ought to be amply paid by the general government.

Respectfully, your obedient servant,

HENRY P. HAUN.

THE CHAIRMAN of *Committee on Post Offices
and Post Roads of the Senate of the United States.*

